

ATTACHMENT SIX

28-8482. Incorporation of sound attenuation standards in building codes; definition

A. A political subdivision that has territory in the vicinity of a military airport shall incorporate the sound attenuation standards and specifications prescribed in this section into any building code in existence on or adopted after December 31, 2001. These standards and specifications apply to new development and alterations for first occupancy that are the subject of building permits issued after December 31, 2001 and that are located on property within the territory in the vicinity of a military airport **AND DO NOT APPLY TO NEW DEVELOPMENT AND ALTERATIONS THAT ARE LOCATED ON PROPERTY WITHIN CORPORATE LIMITS OF A MUNICIPALITY BUT OUTSIDE TERRITORY IN THE VICINITY OF A MILITARY AIRPORT.**

B. Not later than December 31, 2001, a political subdivision that has territory in the vicinity of a military airport shall adopt an ordinance that requires a noise level reduction to be incorporated in the design and construction of any residential building or portions of buildings where the public is received, office areas **or AND** where normal noise level is low for first occupancy, **INCLUDING LIBRARIES, SCHOOLS AND CHURCHES**, pursuant to building permits issued after December 31, 2001 in order to achieve a maximum interior noise level of forty-five decibels **IN AREAS WITHIN THE NOISE CONTOURS DESCRIBED IN SECTION 28-8461, PARAGRAPH 8, SUBDIVISION (a), (b) OR (c), AS APPLICABLE.** In order to comply with this section, an ordinance shall require that all residential buildings **IN TERRITORY IN THE VICINITY OF A MILITARY AIRPORT BUT OUTSIDE THE NOISE CONTOURS AS DESCRIBED IN THIS SECTION SHALL** be constructed with **R19 A MINIMUM OF R18 exterior walls WALL ASSEMBLY, A MINIMUM OF R30 roofs ROOF AND CEILING ASSEMBLY**, dual-glazed windows and solid wood, foam-filled fiberglass or metal doors to the exterior **OR, IF THE SPECIFIED BUILDING STANDARDS ARE NOT MET, THE POLITICAL SUBDIVISION MAY APPROVE AS AN ALTERNATIVE, A CERTIFICATION BY AN ARCHITECT OR ENGINEER REGISTERED PURSUANT TO TITLE 32, CHAPTER 1 TO ACHIEVE A MAXIMUM INTERIOR NOISE LEVEL OF FORTY-FIVE DECIBELS AT THE TIME OF FINAL CONSTRUCTION.** A sound attenuation ordinance adopted by a political subdivision pursuant to this subsection shall not require a maximum interior noise level that is less than the maximum interior noise level required by this subsection.

C. The sound attenuation requirements of this section do not apply to ancillary buildings used in agricultural land use.

D. If the gross floor area of a structure or project is expanded by less than fifty per cent, the requirements of this section apply only to the area of expansion. If the gross floor area of a structure or project is expanded by fifty per cent or more, the requirements of this section apply to the entire structure, except for single family, mobile home, manufactured housing unit or duplex dwellings or any multifamily property used for residential purposes.

E. FOR THE PURPOSES OF THIS SECTION, "POLITICAL SUBDIVISION" DOES NOT INCLUDE A SCHOOL DISTRICT.

28-8461. Definitions

In this article, unless the context otherwise requires:

8. "High noise or accident potential zone" means any property located in the following zones:

(a) In political subdivisions located in a county with a population of two million or more persons, within the 1988 noise contours developed and recognized by the regional planning agency in that county that includes the **ARRIVAL AND DEPARTURE CORRIDOR THAT IS THE** accident potential zone one and accident potential zone two plus the land area described as follows: starting two hundred feet from the south end of the westernmost runway at a width of one thousand five hundred feet west and two thousand five hundred feet east, measured perpendicular to the centerline of the runway, and extending southwesterly parallel to the runway for a distance of thirty thousand feet.

(b) In political subdivisions located in a county with a population of more than eight hundred thousand persons but less than two million persons, **THE AREA SOUTHEAST OF THE RUNWAY** within the noise contours established by the most recent air installation compatible use zone report recognized by the military airport and political subdivisions in that county, including the **ARRIVAL AND DEPARTURE CORRIDOR THAT IS THE** accident potential zone one and accident potential zone two plus the land area described as follows: starting two hundred feet from the southeast runway end at a width of two thousand feet and extending outward thirty thousand feet to a width of **sixteen thousand TEN THOUSAND FOUR HUNDRED** feet.

(c) In political subdivisions located in a county with a population of eight hundred thousand persons or less, within the noise contours established by the most recent air installation compatible use zone report recognized by the military airport and political subdivisions in that county, including **THE ARRIVAL AND DEPARTURE CORRIDOR THAT IS THE** accident potential zone one and accident potential zone two plus the land area described as follows: starting two hundred feet from the end points of the main runways and at a width of three thousand feet and symmetrical about a centerline between the runways extending outward to a point thirty thousand feet from the point of beginning. The outer width is seventeen thousand five hundred feet.